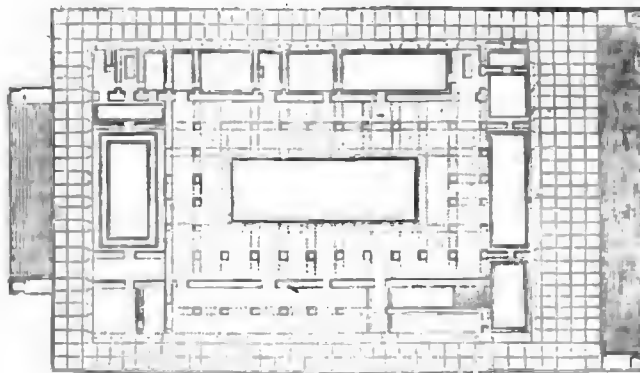
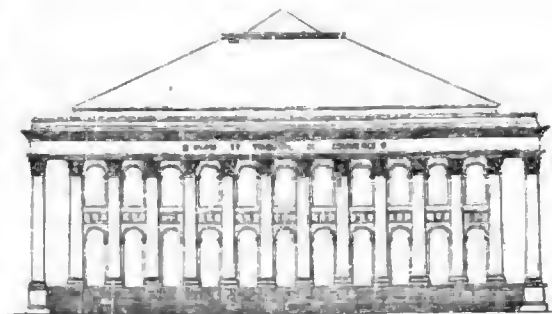


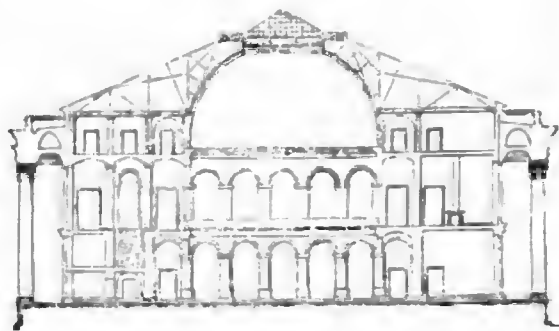
THE PARIS BOURSE.



PLAN.



ELEVATION.



SECTION.

niche were occupied by statues of armed men, representing those who murdered Becket. This seems very improbable, as they would hardly have been placed in so prominent a position. In an old engraving of the cathedral, taken from a drawing made in 1654, the porch is finished by a battlement, but there are now no signs of it remaining. Until lately the centre niche was occupied by a very ornate sundial; this has now been removed, we trust, preparatory to a complete restoration of the porch, of which it stands much in need, possibly more than that at Gloucester. Nearly the whole of the Tudor flowers on the canopies are destroyed, and much of the tracery broken away, so that to obtain a correct drawing of it has required the most minute examination.

It is very gratifying to be able to bear testimony to the improvements which have been made to the exterior of this cathedral within the last few years. The soil, which had accumulated to the height of some five or six feet above the level of the nave, has been carefully cleared away. The old north-west tower, of a style totally at variance with the rest of the nave, has been removed, and a new tower erected. Until within the last few months no good view of the west end could be obtained in consequence of the space around it being occupied by work sheds, &c. These have now been cleared away, and the space laid open to the west wall of the cloisters, so that a much better view is now obtained of the cathedral than formerly.

W. C.

THE WELLINGTON STATUE LOCATED.

Lord MORREY has stated positively in the House of Commons, that the statue is to be erected in *Waterloo-place*, and yet the removal of the scaffolding from the arch at Hyde-park-corner is going on. Such waste of money is really too bad. Mr. Barry, it seems, has designed a pedestal for it. We may have something to say on the subject before long.

CRESEY'S ENCYCLOPEDIA OF ENGINEERING.

[SECOND NOTICE.]

A further examination of this elaborate work has strengthened our opinion of the praise due to its author. The chapter on France we have already alluded to as containing much information. We extract from it a brief description of the *Paris Bourse* :—

"The Bourse of Paris, erected from the designs of M. Brogniart, and completed by M. Labarre, is a fine model for an exchange, where the public business of a large commercial city is to be carried on. The external character is that of a Greek temple, having fourteen columns at each end, and twenty at the sides. In the middle is a covered court, where the merchants congregate, and around are a variety of apartments devoted to their especial use: on the floor above, the several tribunals connected with commerce are held.

The roof is of iron, ingeniously contrived to support the skylight of the great court.

There is throughout great simplicity in the arrangements, and beauty of proportion in the architecture, with a sufficient quantity of decoration.

The plan, section, and elevation, explain its character and proportion; it is executed with a hard and durable stone, in a most admirable manner. Its length is 212 feet, and width 128 feet. The roof is formed entirely of iron and copper, and the court or area occupied by the merchants is 116 feet long and 76 feet broad, and it is calculated will contain 2,000 persons. The *agents de change*, or brokers, have a portion reserved off for their especial accommodation, and around the great court are the Tribunal and Chamber of Commerce, the court of bankruptcy, and several other halls for the convenience of the merchants and others, and the cost was upwards of 300,000*l.* sterling.

The exchange marks the importance of a city, and should always be erected in the midst of the most thronged part, and rendered capable of receiving not only the native, but all foreign merchants who attend; in its architec-

ture we expect to find that the best talent the country can produce has been employed, and certainly in this example we are not disappointed."

Civil engineering is a modern science in England. In commencing his chapter on works in Britain our author says:—

"It is not possible to form an estimate of the sums expended by individuals and companies during the last century on roads, bridges, canals, harbours, docks, and mining operations, where the services of the engineer were demanded; that the amount exceeds half of the national debt there can be no doubt, and a thousand millions sterling would not be overrating the total outlay. Many of the bridges have cost upwards of a million, and the railways completed considerably more than a hundred millions. How much of this vast sum has been improvidently expended cannot now be estimated, but probably more than half. We may consider that to the middle of the last century, the drainage of land, the embankment of rivers, and the extracting of urea, was performed by individuals who had no claim to the title of civil engineers; it was his knowledge in mechanics that induced a member of the Royal Society to select Smeaton as the builder for Eddystone Lighthouse. In the middle ages, towns and cities were walled in, and castles and cathedrals built, by the enterprising confraternities of masons, who travelled from place to place under the direction of a governing body; to them were confided constructions of every kind, and the intelligent head of the lodge acted as architect and engineer; old London-bridge, and the walls which surrounded Dover, Hartlepool, and other harbours, evince their skill in such constructions. The same cause which led to their dissolution buried for a time the knowledge which had rendered such important service to the country; but when internal tranquillity was restored, the whole extent of our coast, and the navigable rivers which discharge themselves into the ocean, received improvements, though this was often effected by men who had obtained a reputation